

NOTICES OF FIRMS.

FROM and after 1st January, 1878, the business of the undersigned will be incorporated and carried on under the name and style of "NEWMAN & CO."

WALTER NEWMAN,
JOHN GITTINS,

17th 1874. Fowchow, 11th October, 1873.

THE interest and responsibility of the late Mr. CHARLES WILSON MURRAY, in our firm, ceased on the 16th August last.

HIRLEY & Co.

1612, Hongkong, 1st October, 1873.

The interest and responsibility of our friend Mr. JOHN H. SMITH ceased on the 30th of April last.

P. BLACKHAD & Co.

If 708 Hongkong, 1st May, 1873.

M. H. Ad. S. CORDES has this day been admitted a partner in our firm.

A. CORDES & Co.

459 Tientsin, 1st January, 1873.

The Daily Press.

HONGKONG, NOVEMBER 13TH, 1878.

As stated by the Shang-hai papers, Mr. W. HANDSBY TAPP, who has long held the position of Shipping Clerk at H.B.M.'s Consulate, Shanghai, will proceed home by the present mail steamer, in order to assist in the framing of an Order in Council, constituting Shanghai a port of registry. This measure has long been required, and it will be received as urgently recommended by the Chamber of Commerce at the above port; and Mr. Tapp, from his lengthened experience and his intimate acquaintance with details, is specially qualified to aid the Government in framing this order. From the care which is evidently being devoted to the consideration of this measure, we may no doubt look for one of a comprehensive character, such, in fact, as is required by the increasingly large shipping interests in these parts, in respect to which the somewhat crude arrangements hitherto existing as part of the Consular system, though on the whole, they have worked fairly hitherto, are unsuited to the more extended requirements of trade in the present day, and insufficient to secure a complete reliable, and, above all, a uniform system of management as to the various important, and often complicated details which arise in connection with shipping matters, and which are of such nature as to demand the attention of an officer specially conversant with the details connected with them.

The whole subject will, of course, have to be thoroughly discussed at home, both at the Foreign-office and the Board of Trade, and by the Law Officers of the Crown, but it may be interesting to mercantile readers to know the general drift of the measure, which will be of much importance to the large shipping interest in China and Japan. By means of the contemplated Order in Council, it will be possible to register vessels, upon the production of the proper documents, as British ships, at Shanghai, or at any of the open ports in China or Japan. The Head Registration office will be at Shanghai, but vessels may, if the proposed measure be carried out, be registered provisionally by the British Consul at any of the Treaty ports of China or Japan, arrangements being made that such provisional registry shall be superseded by the permanent certificate of registry from the Shanghai Consul, or, if discovered in regard to its having been granted, be cancelled by the Registrar at that place. Due care will be taken that the registry granted in advance of the final one from the Shanghai office, shall have an influence on its surface up to its provisional character, and thus all possibility of mistake in this direction will be avoided.

The measure will be of great advantage to shipping in these parts, as it will enable ships to be registered at once at any given port, instead of, as heretofore, having to proceed to Hongkong, often at much expense and delay, for the purpose. So far as this Colony is concerned, it will also be an advantage, as it will relieve the Harbour Master of much labour which has now to be done here, and, of which, it is not specially for the benefit of this Colony, may be reasonably performed by an officer, appointed by the Foreign-office, for China and Japan. Another great benefit of the measure will be that it will away entirely with the system of sailing letters, which has always been open to much objection, and we believe is pronounced by competent authorities to be, in strictness, illegal.

The appointment of a Registrar of Shipping at Shanghai will enable arrangements to be made at that port for granting certificates to masters and officers of vessels, and for the settlement of other details connected with the mercantile marine. It will also tend to assimilate the practice in these matters throughout China, and Japan, and to facilitate matters of detail, which are otherwise apt to get into much confusion, if not into absolute disorder.

It is gratifying to find that the Home Government have recognised the importance of adopting the necessary measures with regard to this matter, and that in requesting Mr. Tapp to proceed home to aid in the compilation of the proposed order, they have shown a willingness to take local requirements into careful consideration, and have paid a just tribute to the industry and talents of an energetic and experienced Officer in the Consular Service.

Mr. Bligh was set yesterday in the Police Court in the case, which, notwithstanding his intervention, consisting, not of one or two drunks, chair-maids, disputes, street gambling, &c.

LATE TELEGRAMS.

REUTERS' TELEGRAMS.

SUPPLIED TO THE DAILY PRESS.

LONDON, 8th November, 1878.

Numerous serious Railway Accidents in London are reported.

Sir John Colville succeeds Bovill.

The friendly chiefs are supporting Sir Garnet Wolseley.

At the Lord Mayor's Banquet, Mr. Gladstone said that the Asaphites difficultly touches us the desirability of avoiding any relation, chafing such consequences.

FRANCE.

LONDON, 9th November.

Mr. Buffet has been re-elected President of the French Assembly. Eight of the Committee oppose the extension of MacMahon's powers, which caused a sensation.

The Versailles Ministry has resigned, and MacMahon refused to accept their resignation.

INSURRECTION IN SPAIN.

A great Carlist victory is reported at Navarre.

LONDON, 10th November.

The fighting at Navarre is said to be under-

MARINE COURT OF ENQUIRY.

A Marine Court of Enquiry was held yesterday at 10 a.m. at the Harbour-Master's office, to enquire into the circumstances of the loss of life, and the general management, on board the British steamer "Glenlowe," during her passage from Singapore to Hongkong.

The Court consisted of C. M. May, president; H. G. Thomsett, Esq., R.N., H. Lowcock, Esq., Captain Chaine, and Captain S. D. Dunn.

J. Templeton, master of the British steamer "Lowcock," sworn, stated that he joined the "Glenlowe" in London on the 1st September, with 1,000 tons of general cargo for China and Japan, and arrived in Singapore on the 23rd October, and discharged 500 tons, and again took in 300 tons of other cargo to go to Hongkong. The ship drew 21 feet 3 inches aft, and 19 feet forward, when leaving Singapore. Took on some Chinese passengers, to whom the agents, Messrs. Dye & Son, gave a bill of lading, value thereon \$25. The passengers were to be taken to Hongkong. Produced his license from the Harbour Master, Captain Ellis, at Singapore, for leaving. Permitted him to carry in the "Glenlowe" Chinese passengers, to whom he had given a bill of lading, and a receipt for the same, and a receipt had been made as to whether there were sufficient room for the passengers in case of bad weather. The ship lay at Tapping-Paper Wharf at Singapore, in the New Harbour. The names of the Chinese passengers were not given in the list, but some numbers of the tickets. The passengers came on board, principally on the day of departure from Singapore, bringing their luggage, and the crew, except the cook, did not come on board until the 26th. The weather was fair, not very hot, not very cold, not very wet, not very dry, not very windy, not very cloudy, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she would have been much better weather. He was sent for three Chinese passengers, who were deck passengers. They were lying down, having no room, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, she was unable to head it, and, consequently, ran aground on the sand-bar before the bridge. Considering the class of vessel, alluding to her length, the wind went over her. Had she been of the old construction, she

from H. M. S. *Princess Charlotte*, and attempts were made to restore life for over an hour and a half, but were found to be to no purpose. An inquest was held next day on the body, and the jury returned a verdict of suicide while in an unsound state of mind.

A disturbance of a somewhat serious character has taken place at Lin-chau-foo, in the north-west of the Canton province. Some time ago there was an attempt to lay a mine on a steamer, probably brought into the market-place of the above city, such as oil, gun, &c., the people went to the Yamen of the local Magistrate and created a great disturbance, insulting him, and tearing his wife's clothes from her back. The legal official for the time gave way, but the affair being reported to the Viceroy at Canton, he sent Dr. P. C. Parker, the Consul at Keelung, who had been lately to Canton, to the scene of the disturbance, with a few soldiers, but they were unable to put down the insurgents, who on their approach again set up the flag of insurrection, and it is stated that a large number of country people have joined in the opposition to the authorities. About a week ago Pang-yuk-wei returned, and is now engaged in putting up reinforcements, in order to proceed to the disturbed district again, with the hope of having better success in his second visitings.

MACAO.

(From a Correspondent.)
The Superintendent of Chinese Emigration, Mr. H. A. F. Marquis, who has been Chinese for the 20th instant by the French Mail, is to be replaced by Mr. A. E. Marques Peering, the ex-Administrator of Macao. It is stated that our late Governor, Bertrand de Horne, will very probably be Vice-Governor, and that Mr. Marques Peering will be appointed to the Secretary and Mr. Tavares, who was Attorney-General of last place a few years ago, will be made Chief Justice.

AMOY.

(From a Correspondent.)
With the arrival of the cool, winter pictures are becoming the order of the day; and early in the morning, ladies may be seen walking and riding on and near the race course, while the occasional report of a gun reminds us that ships and sailors are beginning to visit the neighbourhood.

We have already been favored on two occasions with meteorological forecasts, generally performed and highly appreciated, which we trust are to bring a decided improvement of good things to come.

The number of rackets players has increased considerably, it has been found necessary to build a supplementary court, which will probably be opened in about two months.

The Club, which of late been well attended, and the shooting parties have been given by some of the members, but had both altered and a second set of guns made by the Dick Company. A new set of balls, too, will soon supply the place of the latter veterans now in use.

H. C. N. S. *Ling Feng* arrived from Swatow on the evening of the 10th, and is expected to stay about ten days in all.

Amoy, 20th October, 1873.

FOOCHOW.

(Ind.)
We understand that the vice-consul will, through the authority of the Tartar General, be thrown open to the foreign community early next month.

An extensive fire took place in the Western suburb of the city on the morning of the 27th October, and, according to all, that several lives were lost and much valuable property destroyed.

A review of the Chinese troops, in garrison, was held on the 26th inst., on the Tartar Parade Ground. There were 4,000 disciplined troops were under arms.

Dector O'Farrell, of the American Mission, reports that on the way to Yen-tai, he passed what had been the site of the English Chapel, recently torn down by a Chinese mob; but further expresses an opinion, that if the Chinese would do the same care and attention to public works as they bestow upon the demolition of temples, the country would greatly benefit thereby.

Bishop Harris, and the friends who are accompanying him on his tour around the world, made a trip up the river as far as Min-tung, and thence in the little canoes, called by the natives "rate," up the rapids of the Min-tung river, some 20 miles, to Lu-tun, an interior station of the M. R. S. Mission. They were charmed with the grand mountain scenery of this region.

MANILA.

(From a Correspondent.)
MANILA, 26th October.
The Spanish Authorities have at last consented to allow Mr. Field, the supercargo of the *Maria Luisa*, to land, and to have a safe conduct from the island. This however was not accomplished without considerable difficulty. At one time, indeed, matters went so far that the officials threatened to shoot Mr. Field should they find him outside the British Consulate; and it was stated that this order came from the Capo-San-General. As may be easily imagined, it became necessary to take action, and matters were left at this pass, and the Acting Consul, Mr. Cuthbertson, who was succeeded by Commander Bouton of H.M.S. *Kestrel*, succeeded at last in obtaining the promise of safe-conduct above mentioned. A Spanish frigate, at one period of the proceedings, drew up a short distance from the gunboat, and it was stated that the gunboat had her broadside pointed to her. Had the frigate, however, been sufficiently foolish to fire her action would in all likelihood have been followed by the gunboat having a much longer range than her guns, could, with her superior speed, have retreated to the requisite distance, and fired at her as often as she liked. However, it is a good thing that the matter has been settled satisfactorily so far, but the question as to the seizure of the vessel has still to be referred to Berlin, and Madrid, for final decision.

On Sunday we had a very severe gale in this harbour, and two vessels broke adrift from their anchors, the former, formerly well known as one of the China clippers, and a vessel called the *Marsile*. The chief officer of the latter, I regret to say, was killed by the falling of a spar upon him. The *Marsile* drifted some hours, and appeared to be making straight for the gunboat, but fortunately was brought up in time to prevent collision. The gunboat *Kestrel* will have to return or wait day for year-part.

SHANGHAI.

A preliminary investigation into the charge of fraud brought against Mr. H. M. Stoddard, in connection with the issue of certain forged warrants for goods supposed to be in the possession of the U.S. Steam Navigation Company, has taken place before Mr. G. E. Seward, United States Consul-General. The charge brought forward were those of forgery of a warrant, attempt to defraud the Agri-Bank, issuing a forged warrant knowing it to be forged, and obtaining money and false pretences. The accused was committed for trial.

The sentence of two years' imprisonment, (as already mentioned by telegram,) of Mr. Fred. Ford, who accidentally shot a Chinaman during a dispute with regard to the value of some coles, was accompanied by a strong recommendation to mercy, on account of the unoffensive nature of the act. His Lordship concurred in the view of the Jury, and said he would sentence the lighter in consideration of Mr. Ford's having placed \$500 in trust for the relatives of the deceased, and his need that to use such a weapon as a gun, except for the purpose of producing fear, amounted, if life was lost in consequence, to "manslaughter."

A meeting of treaty Consuls has taken place, at which there was a long discussion about the Woosung Bar question, but the result has not yet been made public.

The weather in the West has the following:- The circumstances of a small mud-wreck were brought to light on the morning of the 24th ult., the victim being Mrs. Anna Harris, a native of the Cape de Verde Islands, and the wife of John Harris, a West Indian, employed at the Shanghai Gasworks. It appears that husband and wife had lately lived apart, the former in a house in Pekin Road, and the wife in another in the same street. The mud-wreck, however, was so situated that the husband could not get to her. About 11 o'clock on Friday night, the Chinese residents of the next houses on either side heard a disturbance going on in Mrs. Harris's, as also did Portuguese who was passing by at the time. It did not seem to attract special notice, however, and as it did not continue, it was forgotten until subsequent events gave it prominence. A light was observed being in the upper chamber at midnight, by a foreign constable, but he having ascertained that the lower door was properly fastened continued his patrol. The native constable who had been apportioned to the boat also observed the light, which, according to both constables' statement, was kept burning till 5 a.m. It was not noticed after this hour, nor does it appear that anyone was seen to leave the place. On Saturday morning, about 10.30, a Saxon woman living six or seven houses off, saw the body of the murdered woman lying immediately beneath the staircase. The steps taken by her, and the course immediately adopted by the authorities, are fully stated in the evidence given before the Coroner. The room in which the murder was committed, quiet nothing but a lamp, was the upper apartment, which despatched usually occupied, and did not appear to have been at all disturbed. On the table was found some crocheted work and a needle, and the bed was undisturbed. We understand that Harris, who was approached, on suspicion of his use in Pekin Road, was a native of the Amakiriwa, Keelung, but who had been lately to Canton, to the scene of the disturbance, with a few soldiers, but they were unable to put down the insurgents, who on their approach again set up the flag of insurrection, and it is stated that a large number of country people have joined in the opposition to the authorities. About a week ago Pang-yuk-wei returned, and is now engaged in putting up reinforcements, in order to proceed to the disturbed district again, with the hope of having better success in his second visitings.

PEKIN.

(Court.)
We learn from Peking that the Chinese Government have elected as the Chief of the New Mission to Peru and the West Indies an officer of the name of Chao-lan-pang, and we can only say that we never heard of him before. The Civil Service list informs us that he is a head clerk in the Board of Punishment, and a Master of the fifth rank, but we do not think that either his training in that detectable prison, or

his renown as a able man, will help him much in his negotiations with the treacherous Highlains of Central America. He is probably put up as a dummy, whilst his associates, Messrs. McPherson and Haber, will do the real work. Of course, he will mislead as a high official or Ambassador, and will be granted a superior rank pro tempore, to enable him to do it with effect.

KUOKIANG.

(Daily News)
Your contemporary, the *Evening Courier*, appears to be labouring under grave misapprehension when he makes the startling announcement in his issue of the 11th that "the import trade of Kukkiang is entirely stopped" on account of the disregard of Trade Certificates by the Chinese. It is to be hoped that the import export under these certificates is not that which the import trade of Kukkiang is absolutely ruined." Now as far from the import trade of Kukkiang being stopped or ruined, it can be proved by statistics that the import trade in bulk goods (and that chiefly concern foreigners) has been large, both last year and up to date, not a bar has been stopped or suspended, notwithstanding that these certificates are taken out in the name of the native importer, who has no right to issue them in case of detection. In regard to English goods under certificates, the English barriers have therefore acted very fairly.

It is in itself and Strut's produce that the transit traffic has stopped, since the seizure of the *Tsin* in Sheng-chou, which was a Chinese foundry for casting cooking utensils, a short distance below the Yangtze bridge. About twenty hands are employed at the establishment, and at the time named some of them were engaged in breaking old iron that had been bought at the market, a shell which was broken, and, amongst the lumber, and apparently ignorant of the danger, he was running, struck it with the instrument he had in his hand. It immediately exploded with a report loud enough to be heard all over Hongkong, and injured several of the men at work close by. One lad, about 13, named Woo-yuen, was struck by a fragment in the head, and died, another, whose name was not known, had his hand cut off, and a third's knee was completely shattered, and a fourth was injured. A third was injured, and a fourth was admitted to the hospital, where they were promptly removed to the *MacGowan*. A fragment of the shell fell through the roof of the adjacent house, doing no injury beyond frightening the inmates, who picked it up and brought it to the Police Station.

An important Admiralty case has been commenced at the United States Consular Court, in which the plaintiff, Mr. C. C. Clegg, sought to recover, by sale of the vessel, or in damages, for loss of the cargo and for expenses incurred by him in the carrying out of his own interests.

The trial was adjourned, and the cause referred to the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the *Johnston* and *MacIntosh* assisting. A fifth man has sue sued in a court of law, and the *MacGowan*, and the *Johnston* and *MacIntosh* assisting. Directly the court was convened, the *Clegg* and *MacGowan* were present, and the

this has proved. We see no doubt that the demand by the inhabitants of London, or in other Continental markets, will not be less than 3 per cent. on the average of this season's shipments. We, therefore, consider the refusal of the native Guild to make the allowance of one per cent. demanded by the buyers not only as unreasonable, but unjust, the more so as having gained their point of deduction the actual weight of the shirting bags or batiks, in some cases, in order to give the foreign houses a set-off in their price.

The rejection of the moderate terms proposed by the foreign houses to the native silkmen is very much to be regretted. Such a denial shows forcibly the indisposition of the Japanese traders to meet us in a fair way of business. Like all Oriental nations, they consider that yielding upon any point is evidence of weakness, and stand in their organization and are determined to carry their advantage to the utmost.

We cannot help acknowledging with sorrow that the victory gained by the native silkmen over the foreign houses is pregnant with an

consequence. They have tried their combination against our division, and at short intervals, have been twice successful. Who can tell how soon the foreigners may not be compelled to yield still further to the demands of the native silkmen?

Such an attempt to do so (and we have little doubt that 'ere long it will come to pass) the same result may be looked for, viz., a signal defeat on our side. We wish to comfort ourselves with the conviction that the

millions which must now then immediately arise between us and the Japanese on commercial questions, the foreign houses will not be able to rally in their power to harass us. Who would say that fluttering

assistance to our cause.

On the contrary, one at least of the best means of resisting our clever opponents, has been by us or some of us—recklessly thrown away. We meant to say that if the foreign houses had consented, for three or four days only, to suspend their operations in silk, the native silkmen would have been compelled, their unanimity of purpose might have materially assisted them in obtaining from the particularists the terms which they required. But the idea of combining against the Japanese was too much for some of them. Better go to the wall than let others bind themselves in any way; and to the wall they have gone accordingly, leaving those who would have shown more hope, but found too little support to hope for victory.

It is very sad, too, to notice with what little sympathy the appeal made by the Chairman of the Chamber of Commerce was responded to. The attendance at the meeting was so thin that one might have thought the question to be discussed had scarcely any importance at all. We suspect that a good many of the silk buyers had never even heard of the matter, and had little or no interest in it.

We sincerely trust we may be mistaken, but we are strongly inclined to believe that they will either have better cause to regret their apathy and indifference. The Japanese are not the men we take them for if they permit the commanding position they have acquired to be easily taken away from them. What their feeling on the subject is may be easily inferred from the drifts of the members of the Guild in their meetings with the Committee of the Chamber of Commerce.

"We said in 'Our late Inter-consideration' with these gentlemen in response to us. We are the sellers, it is, therefore, for us to state on what terms we intended to dispose of our produce, and it is for them to accept or reject them, as they please. The remark does not sound of much weight, but it is well worth making, and besides, to remind us that the silkmen, with a young one, in the question of importers, but the latter came in equally as a rival as that of experts, and we have too much on our hands now to be tempted to enter into a new field, at least for the present. But, be that as it may, it now behoves the foreign buyers to think of what they are to do under the circumstances in which the silk trade is at present situated.

Will they go on with the course they have hitherto followed, and yield submissively to the demands dictated to them by the native traders? Or will they make fresh efforts to retrieve their standing, and show the Silk-Gill that they also have a will of their own, and that they do not care to put up with a mere refusal of the just and reasonable proposals they have made?

—KING'S EAST DREDGED WORKS,
ESSEN (GERMANY).
SOLE AGENT FOR CHINA AND
JAPAN.
F. PEIL,
1671 Hongkong, Shanghai, Cologne (Germany).
JOHN SKINNER, SAN FRANCISCO,
CALIFORNIA.

Sub Agent on the Pacific Coast for:
Whichever Repeating Arms and Ammunition,
DuPont's Glassing and Sporting Powder,
Superior and Pacific Fuel Company, San
Francisco. [17] May 5.

A. L. L. A. C. & CO.
HOUSE, SHIP, AND STEAMBOAT
PLUMBERS.

COPPERSMITHS & BRASSFOUNDERS.
No. 1, Queen's Road and Nallath Lane,
Opposite 11th Naval Dock Yards.
1871 Hongkong, 1st March, 1871.

NOW READY.

FOUNDRY VOLTAGES OF THE TRADE RE-
PORT FOR THE YEAR 1872. Price \$10.
Apply at the Daily Press Office.
Hongkong, 1st February, 1873.

NOW READY.

OWNERS of Property in Hongkong re-
quiring Tenants, are invited to place the
same on ESTATE OF
H. S. & CO., TO LET.

Those seeking Houses, are invited to inspect
the Register, thereby saving time and trouble.
A moderate commission charged.

BARRINGTON & ALGAR,
House Agents, &c.,
9, Hollywood Road, Hongkong,
1873.

BY SPECIAL APPOINTMENT
TO HIS EXCELLENCY THE GOVERNOR,
AND
To H. L. H. THE GRAN'DUKE ALEXIS OF
RUSSIA.

T. N. DRISCOLL,
CIVIL, NAVAL & MILITARY TAILOR,
Woolen Draper, Hatter, Hosier,
AND GENERAL OUTFITTER,
46 and 47, Queen's Road, next to Oriental
Bank. [Feb. 1.]

FOOCOW DOCK

PAGODA ANCHORAGE.

THE above Granite-floured DOCK has lately

been LENGTHENED to 400 feet over all,

and is now capable of receiving vessels up to

80 feet on the keel. The breadth of the dock at the bottom is 40 feet, at the top 80 feet, and the width at the entrance is 56 feet. Depth of water is 18 feet, average height, about

17 feet at average spring tides.

The Dock has a Caison Gate, and is pumped out by steam.

A new FOUNDRY for large iron and brass castings has recently been added.

The Machine Shop contains 12 inch Screw Cutting Gears, Small Lathe, Drilling and Shaving Machines, Steam Saw Mill, Large Saws, &c.

Dye Colors are on the premises, available for storage of cargo, &c.

A huge stock of Timber, Metal, and other Dock-yard Material always on hand.

Vessels docked for examination, remodeled,

repaired, repaired also done in harbours;

and iron ships and steamers cleaned and made up to order.

Particulars can be obtained at the under-

sized Dock, or on application to the under-

signed.

The Steam Tug *Wooing* is in thorough

working order, and is available at all times to tow vessels to or from sea, at reasonable rates.

JOHN F. R. TEE & CO.,
1889. Hongkong, 1st June, 1873.

UNDERSIGNED have been appointed con-

tractors for the sale of their Goods in

Hongkong and China. J. & R. TEE,

Glasgow, and Messrs. David Cormar & Sons, Arbroath.

ARNHOLD, KAHLBERG & CO.,
49 Hongkong, January, 1873.

WING-KEE OAL SHOP.

THE Proprietor of WING-KEE OAL SHOP beg to

inform the public that his shop has been

established since 1855, at 18, Queen's Road, BEST

COAST, Hongkong, sole agent for

Gentlemen wishing to patronize him, are requested

to apply at his shop.

1873 Hongkong 1st August, 1873.

For Sale.

SAYLE & CO.

BE to announce to their Customers and the Public that they are, now showing their NEW GOODS for the AUTUMN and WINTER SEASONS, which have been carefully selected from the best and cheapest Markets, and are of the newest and most FASHIONABLE STYLES, comprising the following:

Ladies' JACKETS and MANTELETS in SILK, VELVET, and RANCY CLOTH.

OPERA CLOAKS.

LIAMA, TASMANIAN, SEDAN, and other SHAWLS.

Norwich SILK SQUARES.

GODSTONES and POLONAISES, in new materials of the latest designs.

FANCY TRIMMED UNDERSKIRTS.

TRIMMED STRAW and MILLINERY HATS and BONNETS. (A choice Assortment of the above received Monthly.)

Ladies' and Children's UNTRIMMED HATS in Flat, Velvet, and Straw.

BLACK and COLORED SILKS.

FANCY DRESS MATERIALS of all kinds.

BLACK SILK VELVET.

BLACK and COLORED VELVETEEN.

Chintz and Printed FLANNELS, for Dressing Gowns.

REAL VALENCIENNES, MALINES, MALTESE, CLUNY, HONTON and DUOCHIE LACES.

LADIES' COLORED SHOES, for evening wear.

A carefully selected Stock of LADIES' and CHILDREN'S UNDER CLOTHING, and CHILDREN'S LINEN, always on hand.

CORSETS and DRESS IMPROVERS.

The Patent Washing ORINOLINE.

RIBBONS, FLOWERS and FEATHERS.

Brussels and Swansdown COLLARETTES, MUFFS, and TRIMMINGS.

JET NECKLACES, BROOCHES, and EAR-RINGS.

GOLD LOCKETS.

SOAP, PERFUMERY and TOILET RE-

QUISITES of all kinds.

&c., &c., &c.

DRESSMAKING and MILLINERY BY EXPERIENCED EUROPEAN ASSISTANTS.

QUEEN'S ROAD & STANLEY STREET, HONGKONG; AND AT SHANGHAI.

FOR SALE.

PAINTED CLOTHES, &c.

PAINTED CLOTHES, &c.